

WHAT IS CLAIMED IS:

1 1. A portable interlocking road mat for the carriage of vehicles and
2 equipment over varied sub-terrain, said road mat comprising:

3 (a) a mat body having a first coupling end and a second coupling end;

4 (b) said first coupling end having a first male coupling member and a
5 first female coupling member;

6 (c) said second coupling end having a second male coupling member
7 and a second female coupling member;

8 (d) said first coupling end being a reciprocating mirror image of said
9 second coupling end.

1 2. The road mat of claim 1 wherein said first coupling end and said
2 second coupling end are interlocking and meshing ends with reciprocally fitting male
3 coupling members and female coupling members.

1 3. The road mat of claim 1 wherein said male coupling members are
2 positioned in tandem with said female coupling members at each coupling end.

1 4. The road mat of claim 1 wherein said male coupling members and
2 said female coupling members have a substantially semi-circular shape.

1 5. The road mat of claim 1 wherein said male coupling members have
2 a smaller size and said female coupling members have a larger size so that a smaller
3 male coupling member is suitable to interact with a larger female coupling member.

1 6. The road mat of claim 1 wherein said male coupling members have
2 a smaller size and said female coupling members have a larger size, wherein said
3 coupling members interlock by positioning a smaller male coupling member inwardly of
4 a larger female coupling member.

1 7. The road mat of claim 1 used in a road mat system, said road mat
2 system comprising:

3 (a) a prior road mat;

4 (b) a successive road mat;

5 (c) said prior road mat and said successive road mat located and
6 aligned on each said coupling end in an alternating fashion allowing
7 for the coupling of a second coupling end of said prior road mat
8 with a first coupling end of said successive road mat.

1 8. The road mat of claim 3 wherein said road mat system provides for
2 dynamic rotation of the coupling ends in the vertical plane to allow for inconsistencies in
3 the terrain without loss of coupling capability or strength.

1 9. The road mat of claim 3 wherein said road mat system provides for
2 a flush end fit when said prior road mat and said successive road mat are interlocked,
3 with little or no gap between said prior road mat and said successive road mat.

1 10. A road mat comprising:

2 (a) a mat body having a first coupling end and a second coupling end;

3 (b) a first locking mechanism provided at said first coupling end, said
4 first locking mechanism comprising a male coupling member and a
5 female coupling member; and

6 (c) a second locking mechanism provided at said second coupling end
7 said second locking mechanism comprising a male coupling
8 member and a female coupling member.

1 11. The road mat of claim 10 wherein said male coupling members are
2 positioned in tandem with said female coupling members at each coupling end.

1 12. The road mat of claim 10 wherein said male coupling members and
2 said female coupling members have a substantially semi-circular shape.

1 13. The road mat of claim 1 wherein said male coupling members have
2 a smaller size and said female coupling members have a larger size so that a smaller
3 male coupling member is suitable to interact with a larger female coupling member.

1 14. A road mat system comprising:

2 (a) at least one prior road mat and at least one successive road mat,
3 each road mat comprising:

4 (i) a mat body having a first coupling end and a second
5 coupling end;

6 (ii) a first locking mechanism provided at said first coupling end,
7 said first locking mechanism comprising a male coupling
8 member and a female coupling member; and

9 (iii) a second locking mechanism provided at said second
10 coupling end said second locking mechanism comprising a
11 male coupling member and a female coupling member; and

12 (b) said second locking mechanism of said prior road mat suitable for
13 interlocking with said first locking mechanism of said successive
14 road mat.

1 15. The road mat system of claim 14 wherein said at least one prior
2 road mat and said at least one successive road mat are substantially identical.

1 16. The road mat system of claim 14 wherein said first locking
2 mechanism is a reciprocating mirror image of said second locking mechanism.

1 17. The road mat system of claim 14 wherein said male coupling
2 members and said female coupling members have a substantially semi-circular shape.

1 18. The road mat system of claim 14 wherein said male coupling
2 members have a smaller size and said female coupling members have a larger size so
3 that a smaller male coupling member of said prior road mat is suitable to interact with a
4 larger female coupling member of said successive road mat.